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## **A. Glossary**

This Glossary has been provided to assist in understanding planning terms used in this document. These terms are part of the language used by elected and appointed City officials as well as City Staff. Additional phrases and more specific definitions are provided in the zoning ordinance.

**Accessory Unit:** A secondary residential facility that is either attached or detached from the primary residence.

**Acre-foot:** Equal to 325,851 gallons of water, or the amount of water that would cover one acre of land to a depth of one foot

**ADA:** The Americans with Disabilities Act gives civil rights protections to individuals with disabilities similar to those provided to individuals on the basis of race, color, sex, national origin, age, and religion. It guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, State and local government services, and telecommunications.

**Adaptive Reuse:** A use of land or structure that is different from what was originally intended, but is economically feasible and compatible with the area.

**Affordable Housing:** Housing costs, such as rent or mortgage and utilities, that do not exceed a portion of household's gross income or create undue burden to sustain basic household needs.

**Air Pollution:** Concentrations of substances in the atmosphere, such as dust, pollen, soot or chemicals, which are detrimental to the health, comfort or safety of individuals, or which may damage property.

**Alley and Alleyways:** Lanes or passageways used to access the rear of lots or buildings.

**Alternate Modes of Transportation or Alternative Transportation:** Methods of travel which do not use a single-occupancy vehicle, such as bus, rail, carpool, vanpool, bicycle and pedestrian means of getting places.

**Annexation:** A legal means used by an incorporated community to increase its land area.

**Aquifer:** A water-bearing formation of sand, gravel, silt, clay, or consolidated rock

**Archeological Site:** A site that has or shows potential for having important information about the understanding of human prehistory or history. Such information may consist of evidence of past human life, habitation or activity, as well as material remains.

**Arizona Department of Environmental Quality (ADEQ):** The State of Arizona agency responsible for addressing environmental quality issues as determined by the State Legislature and/or as mandated by the federal government through the Environmental Protection Agency.

**Arizona Department of Transportation (ADOT):** The State of Arizona agency that addresses transportation planning for facilities of state responsibility, such as the freeway system.

**Arizona Department of Water Resources (ADWR):** The State of Arizona agency that addresses water resource planning and enforcement of state and federal laws addressing use of groundwater and conservation measures.

**Arizona Native Plant Law:** Passed in 1997 to protect native plants listed which cannot be disturbed without a permit and plat tag from the Arizona Department of Agriculture.

**Arterial Street:** A street designed to move large numbers of vehicles within a community at a moderate speed, such as Rural Road, McClintock Drive, Broadway Road and Baseline Road.

**Artifact:** Any individual item or element related to an archaeological site or historic property.

**Assessment:** A contribution by several property owners toward a common benefit such as sidewalk, street, lighting or landscape treatments that would be beneficial to a specific area of the community.

**Bicycle Lanes:** On-street facilities created by pavement striping and designated for bicycles.

**Big Box:** A freestanding or combination of large-scale retail buildings of 100,000 square feet or more in size.

**Bikeways:** Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

**Blight:** ~~A property condition that creates a real or perceived loss in property values in an area, and exacerbates an area's decline, such as a vacant lot, over-grown weeds, accumulated trash, substandard, deteriorating or obsolete structures or incompatible land uses. Other than a slum areas, where sound municipal growth and the provision of housing accommodations is substantially retarded or arrested in a predominance of the properties by any of the following: A dominance of defective or inadequate street layout; faulty lot layout in relation to size, adequacy, accessibility or usefulness; unsanitary or unsafe conditions; deterioration of site or other improvements; diversity of ownership; tax or special assessment delinquency exceeding the fair value of the land; defective or unusual conditions of title; improper or obsolete subdivision platting; the existence of conditions that endanger life or property by fire and other causes. (Arizona Revised Statutes 36-1471)~~

**Bond:** A certificate of debt issued by a government guaranteeing payment of the original investment plus interest by a specified future date.

**Brownfields:** Abandoned or under-used sites where expansion or redevelopment is complicated by real or perceived environmental contamination.

**Buffer Zone:** A physical separation or distance between incompatible uses that could be negatively impacted. The area has more neutral land uses that do not create negative impacts such as open space, landscape treatment, retention, recreational use or parking.

**Build Out:** A point in the development of a community where all parcels of land have been developed.

**Capital Facilities:** Necessary public amenities that are permanent to the City's assets, primarily financed by long-term debt and not from the City's annual operating budget, such as land purchases or facility design and construction.

**Capital Improvement Program (CIP):** A public document adopted by City Council that outlines a five-year plan for public acquisition and construction projects within the community. It is subject to annual review, modification and prioritization based on funding to guide the remaining years.

**Carbon Monoxide:** A colorless and odorless gas regulated by federal standards, which is a byproduct of burning carbon-based fuels.

**Central Arizona Project (CAP):** The Central Arizona Project provides Colorado River water supplies to Tempe through the CAP Canal. The CAP system is operated by the Central Arizona Water Conservation District.

**Charette:** A creative brainstorming session for planning and design, which can include neighbors, planning professionals, developers, architects, traffic specialists, businesses, city policy makers, and other special interest groups.

**Circulation:** Movement and interface of all modes of travel, including private automobile, bicycle, walking, and transit, within the complete network of transportation facilities. Freeways, multi-use paths, sidewalks, streets, bus routes and others are elements of the transportation system that facilitates circulation of all modes.

**Collector Street:** A street intended to move a moderate number of vehicles within a community at a slow rate of speed and connect arterial streets and local streets. Examples of such streets are Alameda Drive, Hardy Drive and College Avenue.

**Community Facility District:** A special taxing district formed by the consent of property owners to recover capital costs by selling bonds and assessing taxes to service the bonds. The taxes are paid only by properties in the area benefiting from the facilities.

**Community Park:** Publicly owned land, larger in scale than neighborhood parks but smaller than regional parks, with public access to recreation opportunities beyond what neighborhood parks provide.

**Commute Time:** The amount of time that it takes to travel between places of residence and employment.

**Consolidated Plan:** A plan required by the U.S. Department of Housing and Urban Development (HUD), developed locally to coordinate management, administration and funding of all HUD Programs, including Community Development Block Grant (CDBG) and HOME Programs which provide quality housing and create diverse, safe, affordable, accessible and suitable residences.

**County Island:** An unincorporated geographic area surrounded by a city or cities and/or an Indian Community.

**Crime Prevention Through Environmental Design (CPTED):** A theory that crime may be prevented by design of physical space, such as property access control, natural surveillance through architecture, landscape and lighting applications, creating sense of ownership, identification of property management and maintenance.

**Cubic Feet Per Second (CFS):** The measure of water velocity by volume of water that passes a given point during a specified time period.

**Demographics:** The statistical study of a human population and related characteristics such as distribution and density.

**Density:** The ratio of the number of dwelling units or residential units per acre of land.

**Day-Night Sound Level (DNL):** The 24-hour average sound level in decibels averaged over a year. A maximum noise level is designated by the FAA to protect land uses by imposing a penalty for aircraft operations exceeding the allowed daily average during nighttime hours.

**Diverse Continuity** - a given built environment in which the various components (buildings, signs, art elements, landscape) exhibit a distinguishable commonality of form, scale, materials, etc., yet are sufficiently differentiated so as to avoid monotony; the end result being a sense of place that is at once recognizable and vibrant.

**Du/Ac:** Dwelling unit per acre, the number of residences on one acre of land.

**Dwelling Unit:** A residence (single family detached or attached, townhome, duplex, four-plex, or apartment) with sleeping, eating, cooking, and hygiene facilities intended for non-transient occupancy by one household holding a mortgage or lease for residential purposes.

**Easement:** Authorization for a specified use of property or a portion of the property, such as aviation, construction, access or utility infrastructure or maintenance.

**Economic Base:** The combination of all businesses generating revenues within a community in the form of fees, permits, sales taxes, property taxes and resident income from employment.

**Economic Impact Model:** A mathematical model or formula that measures the direct and indirect costs and benefits of a project or development.

**Eminent Domain:** Authority of a government to take, or to authorize the taking of private property for public use, health, welfare or safety.

**Employment Center:** An area targeted for business attraction, business retention and workforce development to promote employment growth with a city.

**Employment Concentration:** An area where the concentration of people working in the area, measured by workers per acre, is higher than the average concentration of workers for the region.

**Employment Zone:** A regional area for which the majority of people work and live in the area.

**Enterprise Zone:** An area in which businesses may qualify for income tax and property tax benefits if they create new quality jobs, a percentage of which are filled by residents of an enterprise zone, are engaged in manufacturing to meet certain criteria or are investing in capital assets.

**Existing Land Use:** The actual use of a parcel of land, regardless of zoning.

**Federal Aviation Administration (FAA):** The federal agency responsible for airport flight operations, controlling take-off and landing patterns to address efficient aviation transport, noise mitigation and public safety concerns. This agency has no authority in land use issues but is involved with airport planning as it pertains to their role.

**Flood, 100-Year:** The size of a flood expected to occur on the average every 100 years, based on historical streamflow data, flood control structures and channel design. A 100-year flood may occur in any year, or in consecutive years in rare cases.

**Flood Plain:** A relatively level land area subject to flooding in any given year, and designated as an “area of special flood hazard” by the Federal Insurance Administration.

**Freeway:** A divided highway with controlled access points intended to move large quantities of vehicles through a community, at a high speed to serve larger regional transportation needs.

**Gateway:** A specialized treatment of specific locations on the boundaries of a community which may utilize a unique pavement treatment, landscaping, traffic signals as well as distinctively designed signs to readily identify entry and exit to and from a community.

**General Plan:** A formally adopted public document of a community, containing goals, objectives and policies for the physical development of the community.

**General Plan Amendment:** A text or map amendment that changes language in the General Plan or colors or text on the General Plan Land Use map.

**Goal:** A broad statement covering a long-term commitment that is to be reached by the achievement of smaller objectives.

**Grade Separations:** A physical structure (such as a bridge, barricade, overpass or underpass) or intersection that separates motor vehicles, pedestrians or bicyclists. Examples are the pedestrian bridge over the Superstition Freeway (State 360), the pedestrian bridge over University Drive through the Arizona State University campus and the railroad crossings at Mill Avenue and McClintock Drive.

**Green Buildings:** An approach to sustainable development that focuses recycling and reuse and building siting and materials that take advantage of climatic conditions and reduce impacts on the natural environment.

**Green Street:** Collector streets (half-mile) that already serve as high volume bicycle and pedestrian corridors. Green Streets serve as priority routes for bicyclists and pedestrians, and function as connectors to other bicycle/pedestrian corridors such as off-street multi-use paths. Green Streets are particularly important in providing pedestrian and bicycle access to parks, shopping, schools, civic places, and other community destinations.

**Green Waste:** Materials such as lawn clippings and grass trimmings that are normally disposed of as part of solid waste that can be turned into mulch and reused for landscape treatments.

**Groundwater:** Water from underground aquifers

**Groundwater Recharge:** Water infiltration and percolation from land areas or streams, or by artificial means, through permeable soils into water-holding rocks that provide underground storage (aquifers).

**Growing Smarter:** State legislation approved in 1998 and amended in 2000 and 2001, intended to increase public participation in community planning, promote regional cooperation in planning, preserve open space and develop strategies that address growth related issues.

**Habitat:** The physical features, biological characteristics, and ecological system needed to provide food and shelter for wildlife.

**Hardscape:** Material such as tile, brick, concrete, or other surface treatment used in a landscape, such as a plaza or courtyard.

**Heat Island:** Heat Islands are areas that can not naturally cool down as a result of concentrations of surfaces which gain heat during the day and radiate heat into the atmosphere at night, increasing both day and night time temperatures. An ancillary result is increased use of energy to compensate for higher temperatures, further exacerbating the heat island effect.

**Historic District:** A group of properties located in a defined area, which express “a distinctive character worthy of preservation.” As an overlay zone, it may encompass all types of buildings, structures, landmarks, places of social or cultural significance and archaeological sites.

**Household:** Person or persons occupying a dwelling unit.

**Housing and Urban Development, U.S. Department of (HUD):** A cabinet-level department of the federal government that administers housing and community development programs.

**Impact Fee:** A fee assessed to pay for the cost of capital facilities required to serve a new development. A developer may contribute construction of dedicated facilities instead of paying impact fees.

**Improvement District:** An area formed at the request and approval of benefiting properties to assess benefited properties for the costs of municipal improvements.

**Infill Development:** The development of a vacant parcel or re-use of a parcel between existing development.

**Infrastructure:** The essential facilities that serve, support and protect the community, such as water, sewers, streets and freeways, public utilities, schools, libraries, parks, police and fire facilities.

**Landlocked:** An area of land surrounded on all sides by other cities or jurisdictions, without opportunity to expand or annex outside of the existing city limits.

**Land Re-Use:** Intensification of land use either adding to existing development or redeveloping by demolishing existing structures and replacing them with a more complex or larger development.

**Land Use Principles:** The methods that the City Council, public officials and staff use to review development proposals.

**Light Rail:** A system of electrically powered mass transit vehicles on a fixed guide located in streets rights-of-way.

**Local Street:** A street that moves local traffic at low speed for direct access to residential, commercial or industrial land for local traffic and connects to collector and/or arterial streets.

**Level of Service (LOS):** A description of street capacity stating that no street shall operate above a designated percent of its planned capacity.

**M & I:** Municipal and industrial



**Maricopa Association of Governments (MAG):** Formed in 1967 to address regional planning needs, member agencies include incorporated cities and towns within Maricopa County and the Indian communities. MAG is the Metropolitan Planning Organization for transportation and the Lead Air Quality Planning Agency.

**Maricopa County Flood Control District:** The county authority responsible for flood determination and prevention, as well as flood management to protect people and property from flood damage.

**Member Lands:** Salt River Project (SRP) "member lands" are lands owned by SRP shareholders. These lands are entitled to SRP stored water (SRP reservoir storage) and SRP developed water (groundwater from SRP wells) in an annual allocation set by the SRP Board annually depending on reservoir storage levels.

**MGD:** Million gallons per day, a unit of water measurement

**Mixed-use:** A specialized land use that uses a combination of at least two approved land uses that upgrade or replace existing single use sites with quality development that is sensitively adapted to surrounding land uses. This form of development integrates vertically and/or horizontally and shares parking.

**Mode:** A transportation-oriented term identifying a particular form of transportation such as bus, bicycle, airplane, boat, pedestrian, shuttle, automobile, fixed guideway or commuter rail transit.

**Multi-Modal:** A transportation-oriented term identifying or involving the use of more than one mode (a type or form) of transportation.

**Multi-Modal Paths:** Hard surface trails designed for non-motorized transportation. Signs, crossings, vegetation, rest and staging areas developed in conjunction with these paths are also primarily designed for non-motorized recreation.

**National Register of Historic Places:** As established by the Historic Sites Act of 1935 (16 U.S.C. § 461 et seq.) and expanded by the National Historic Preservation Act of 1966, (16 U.S.C. § 470 et seq.) as amended. It is the nation's official listing of prehistoric and historic properties worthy of preservation. It affords protection and recognition for districts, sites, buildings and structures significant in American history, architecture, archeology, engineering and culture. This significance can be at the local, state or national level. The national register serves both as a planning tool and as a means of identifying buildings, sites and districts that are of special significance to a community and worthy of preservation.

**Neighborhood:** A geographic area of a community defined by individuals who live and work in the area and share common needs such housing, employment, education, goods or services, recreation or social interaction. The defined area is fluid, varying with different stakeholders in the neighborhood, but consisting of natural, built, economic and social environments.

**Neighborhood Action Plan:** A short-term plan that focuses on one or more problems or objectives identified by an area's residents or businesses, and developed by a small group or association for the purpose of resolving specific immediate issues such as lighting, traffic, graffiti, code enforcement or public infrastructure maintenance.

**Neighborhood Park:** City-owned land intended to serve the social and recreation needs of people living or working within a one-mile area.

**Neighborhood Revitalization:** A process of identifying areas experiencing decline (indicated by property values, business retention, building occupancy, physical conditions or social activities); tracking patterns of social and economic depreciation; and defining appreciation outcomes and strategies to stabilize or give new energy to the area.

**Noise Attenuation:** Reducing the noise level from a noise source using building materials or surfaces such as earth berms or concrete walls.



**Non-member Land:** Land that does not have Salt River Project (SRP) water rights or entitlements, and requires water to be purchased from other sources. Other municipal water supplies must be used to account for water deliveries to these lands.

**NPDES:** National Pollutant Discharge Elimination System As authorized by the Clean Water Act, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

**Objective:** A specific end that the community strives to attain as it moves toward broader goals.

**Open Space:** Areas used for active and passive recreation such as parks, playgrounds, golf courses and may include storm water retention areas, railroad and canal bank rights-of-way, utility easements, plazas, open amphitheaters or other areas where people gather for social, cultural or recreational reasons.

**Ordinance:** City regulations, public laws established by the Council.

**Overlay District:** An additional layer of regulation that modifies certain requirements within the base zoning but cannot change or restrict uses set forth in the base zoning.

**Ozone:** Chemical compounds which have been exposed to radiation from the sun react with other chemical compounds to form Oxygen atoms joined together as a molecule (Triatomic Oxygen). Ozone is an air pollutant near the surface of the earth and is a protective layer in the upper atmosphere. It occurs in nature as well as from uses of chemicals such as petroleum, solvent, paint, hairsprays and other household products, which form ozone as a byproduct.

**PM-10:** Measured Federal threshold of allowable particulate material in the air.

**Particulate:** Material that is suspended or discharged into the air by sources such as wind, agricultural or construction activities, vacant lots, unpaved roads and smoke, at concentrations which impact public health or safety and are regulated by federal standards.

**Passive Energy:** using the steady supply of solar energy through building designs that carefully balance energy requirements with the building's site and window orientation. The term "passive" indicates that no additional mechanical equipment is used, other than the normal building elements. All solar gains are brought in through windows and minimum use is made of pumps or fans to distribute heat or effect cooling. All passive techniques use building elements such as walls, windows, floors and roofs, in addition to exterior building elements and landscaping, to control heat generated by solar radiation.

**Paths and Trails:** Paved and unpaved surfaces for bicycle, pedestrian or equestrian use such as on-street bicycle lanes, multiple-use paths which are publicly or privately owned and maintained.

**Pattern(s) of Disinvestment:** A mature area where standards are relaxed or not enforced, resulting in undesirable physical conditions such as incompatible land uses, zoning, or variances. Continued deterioration leads to physically, visually, socially and criminally undesirable conditions as well as increased community costs and decreased property values.

**Pedestrian Network:** System of sidewalks, paths or any other non-motorized dedicated ways for pedestrians. Network includes facilities adjacent to streets, separated from streets and off of streets (e.g. canals). Pedestrian network includes accessibility for persons with disabilities as well as other amenities including lighting, public art and shade.

**Pedestrian-Oriented Development:** Developments that are designed or retrofitted for human scale, regardless of location or density, to reduce vehicle travel and create a safe accessible and walkable environment.

**Photovoltaic:** Solar energy used to generate electricity.

**Planned Area Development:** A proposed unified development, consisting of a map, adopted ordinance regulations, locations and phasing of all proposed uses and other site improvements.

**Project Area Committee (PAC):** A group of residents, landowners, tenants, business people, and other stakeholders in a defined area that provide input and guidance for the creation and implementation of a redevelopment plan.

**Policy:** A course of action designed to guide implementation of goals and/or objectives.

**Potable:** Water that has been treated to meet all drinking water standards

**Precursor:** Any chemical compound, such as carbon monoxide, methane, non-methane hydrocarbons and nitrogen oxides, which in the presence of solar radiation react with other chemical compounds to create ozone.

**Projected Land Use:** The anticipated future use of a parcel of land.

**Public Art:** Artworks located in public places and facilities and paid for with City of Tempe funds.

**Quality:** Characteristics such as physical design and layout of facilities or amenities, relationship and scale of development to surrounding area and appearance in terms of building materials, colors and landscaping that are distinctive and desirable solutions to land use development.

**Quality Initiative Building:** (QIB) is a process for the design and construction of public facilities, developed by the City of Tempe Public Works Department, with input from the City Architect and other entities, and accepted by the City Council. The goal of the process is to realize quality buildings and structures which are functional, durable and aesthetically pleasing, while ensuring that community goals and operational objectives are met.

**Quasi-Public Land:** Land that appears to be public property or used for a public function, such as a hospital, golf course, park or plaza but is privately owned.

**Recharge:** Storing surface water or reclaimed water supplies in aquifers for future recovery and use

**Reclaimed Water/Effluent:** Wastewater that has been treated to be reused for non-potable water uses

**Reclamation Facility:** Facility to treat municipal wastewater for reuse or discharge

**Recreation, Active:** Organized play areas such as softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

**Recreation, Passive:** Type of recreation or activity that does not require the use of organized play areas.

**Redevelopment Project:** ~~Using a combination of public and private development resources to intensify land use and revitalize areas in decline, particularly where market trends or forces can not facilitate change without proactive planning. Redevelopment is a State authorized planning tool to encourage reinvestment through preservation, reuse or demolition of existing structures in designated areas containing a predominance of blighted sites or dilapidated structures, economic or social liabilities, or conditions that affect public health, safety and welfare. Any undertaking to acquire slum or blighted areas or portions of these areas and lands, structures or improvements, the acquisition of which is necessary or incidental to the proper clearance or redevelopment of these areas or to the prevention of the spread or recurrence of slum or blight conditions; to clear any areas by demolition or removal of existing buildings, structures, streets, utilities or other improvements and to install, construct or reconstruct streets, utilities and site improvements~~

essential to the preparation of sites for uses in accordance with a redevelopment plan; to make available land in areas for residential, recreational, commercial, industrial or other use or for public use or to retain land for public use in accordance with a redevelopment plan. (Arizona State Statutes 36-1471)

**Redevelopment Area/District:** Designated by State law and City ordinance as an area in need of redevelopment. (see element for detailed definition and criteria)

**Redevelopment Plan:** ~~The final and most specific plan for a particular area, this plan may follow either a Strategic Plan or Specific Area Plan and has additional legal tools for implementation. The plan may be developed and/or implemented by either public or private planners, for the purpose of changing an area in decline and in need of proactive assistance. A plan for a redevelopment area which provides for the acquisition, clearance, reconstruction, rehabilitation or future use of that redevelopment area.~~

**Regional:** Pertaining to activities or economies of at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

**Rehabilitation:** The act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

**Reinvestment:** Establishing appreciation outcomes and strategies to support these outcomes by putting time, money or other resources into property currently owned, for the purpose of maintenance or enhancement, strengthening the natural, built, economic and social components of a neighborhood.

**Restoration:** The act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

**Retention/Detention Basin:** Area designed to retain storm water runoff, which may be landscaped and/or used during non-storm periods for passive or active recreation.

**Reverse Frontage:** The back yard or rear portion of a development fronts a street.

**Revitalization:** Coordinated research and activities focused on influencing the physical conditions, market, image and social network of an area; working to inspire confidence by restoring new life or activity, sometimes through public improvements that spark private investment.

**Right-Of-Way:** The portion of land over which a public route or street is built or adjacent land the City has a right to develop or use.

**Regional Public Transportation Authority (RPTA):** Public agency responsible for planning and management of an efficient and effective transit system within the context of a regional transportation plan including coordination of locally adopted transit plans, a regional rideshare program and assistance in the Maricopa County Travel Reduction Program.

**Regulation:** a law, rule, or other order prescribed by authority, either local, regional state or federal

**Rezoning:** An amendment to the Zoning Map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land.

**Riparian Zone:** Area of vegetation and wildlife habitat dependent on the availability of water typically associated with stream flow.

**Roosevelt Dam:** Primary water supply reservoir in the SRP system

**Salt River Project (SRP):** Comprises the Salt River Valley -Water Users' Association and the Salt River Project Agricultural Improvement and Power District, the Salt River Project provides surface water supplies to Tempe from six reservoirs on the Salt and Verde River and groundwater from SRP wells.

**Secretary of the Interior Standards (for the Treatment of Historic Properties):** The Secretary of the Interior is responsible for establishing professional standards and providing advice on the preservation and protection of all cultural resources listed in or eligible for the National Register of Historic Places, and applies to all proposed development grant-in-aid projects assisted through the National Historic Preservation Fund, and are intended to be applied to a wide variety of resource types, including buildings, sites, structures, objects, and districts. These Standards, revised in 1992, were codified as 36 CFR Part 68 in the July 12, 1995 *Federal Register* (Vol. 60, No. 133). They replace the 1978 and 1983 versions of 36 CFR 68 entitled "The Secretary of the Interior's Standards for Historic Preservation Projects."

**Service:** Labor not normally associated with the production of an physical good or sale of products, such as doctors, lawyers, dentists, accountants, financial institutions and professional advisors and consultants.

**Setback:** The separation between the property line and the buildable area of a site.

**Sidewalk:** The portion of a street designed for pedestrian use, usually grade separated by a curb.

**Single Occupancy Vehicle (SOV):** A vehicle with only one occupant.

**Site:** A parcel of land used or intended for use.

**Solar Access:** The ability to receive sunlight across property for use of solar devices or landscape treatments on site, free from shadows which block sun exposure.

**Slum – A predominance of buildings or improvements, whether residential or nonresidential. The public health, safety or welfare is threatened because of any of the following: dilapidated, deteriorated, aging or obsolescent buildings or improvements; the inadequate provision for ventilation, light, air, sanitation or open spaces, overcrowding, existence of conditions that endanger life or property by fire and other causes. (Arizona Revised Statutes 36-1471)**

**Specific Area Plan (SAP):** A planning tool authorized through state legislation to provide more detailed information about a particular area, and that amends the General Plan. The Plan requires a formal and extensive public participation process and may include a land use plan, a transportation plan, development design guidelines, landscape design guidelines, urban design elements, park master plans and economic development plans.

**Spot Zoning:** The granting of zoning by the City Council that singles out a parcel of land for a zoning district different from that of surrounding properties.

**SROG:** Sub-Regional Operating Group, the Cities of Phoenix, Tempe, Mesa, Scottsdale, and Glendale that own capacity in the 91<sup>st</sup> Avenue Wastewater Treatment Plant

**Statistics:** The science of data collection and analysis used for interpreting current and future conditions or trends such as demographics, economic markets, or environmental impacts at local, regional, national and international levels.

**Statute: State law established by the legislature**

**Strategic Plan:** A flexible plan influencing the future of an area by communicating an area's vision, mission, values and goals to City Council, Board and Commissioners and staff. The plan involves residents and businesses as well as City staff from various departments and includes an assessment of the area's strengths, weaknesses, opportunities and threats in context with the larger community, and provides an outline for guiding principles and aspirations.

**Strip Zoning:** The granting of zoning by the City Council that follows along an arterial street. It is normally associated with commercial or non-residential zoning.

**Subdivision:** The division of a large parcel of land into smaller parcels.

**Subsidize:** To assist by providing money or granting terms or favors such as cash, vouchers, tax credits, interest deductions, tax deferment, etc. that reduce costs for individuals, groups or businesses.

**Surface water:** Water from rivers and reservoirs

**Sustainable:** Able to balance social, economic and environmental impacts of current actions without compromising future resources. May also be defined as providing financial stability or environmental responsibility for the community.

**Sustainability:** Flexibility within development to meet short and long term planning, financial and community goals of the City. The ability to maintain present resource availability without compromising the ability of future generation's resource use.

**Transit:** Transportation by bus, rail, boat or other conveyance, either publicly or privately owned, which provides general or special service to the public on a regular and continuing basis. This category does not include school buses, charter or sightseeing services or single-occupancy vehicles.

**Transit Streets:** Street corridors (typically arterials) that serve important functions as transit routes. Bus routes with 15-minute (or less) service frequency during the peak, and streets that share space with the light rail corridor are examples. Transit Streets will be improved for accessibility to transit for pedestrians and bicyclists.

**Transit-Oriented Development:** Designated or retrofitted developments near transit centers and stations to promote safe and convenient access to busses and light rail to increase ridership opportunities.

**Transmission Lines:** Above ground electrical lines supported on structures and carrying electricity from generating facilities, receiving points and substations to industrial, commercial, residential and public users.

**Transportation System:** A comprehensive network of all modes of travel, the infrastructure and facilities, including circulation routes, used to move people and supplies between points throughout a city and linked to a larger regional system.

**Universal Design:** The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design

**Utility Lines:** The cables and wires that carry utilities such as electric, telephone, cable and natural gas.

**Xeriscape:** Derived from the Greek word "xeros", meaning "dry;" xeriscape refers to a landscape that uses little supplemental water, implementing seven identified water-conserving principles: appropriate planning and design; efficient irrigation systems properly designed and maintained; use of mulch; soil preparation; appropriate turf areas; water-efficient plant material; and appropriate maintenance.

**Zoning:** The division of a city into areas organized by related uses, defined by districts, with specific allowable and restricted conditions. Legally defines rights to use of property, and is changed only through a legal hearing process. Intended to implement the projected land use plan, promote land use compatibility and aesthetics, protect public health, safety and welfare, and ensure proper government service.

**Zoning Ordinance:** City document recognized by state law as the legal implementation tool of the General Plan. It contains maps and rules defining districts with permitted land uses and allowable activities and specific development standards such as building height, setbacks, densities, parking and landscape requirements and design guidelines that govern how property owners can develop and use their land.



## ***~~B. Sources Cited (DRAFT)~~***

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### ***Document Location Addresses***

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Tempe, Arizona 85281

#### *Development Services*

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## *The Ahwahnee Principles*

The Local Government Commission (LGC) is a nonprofit, nonpartisan, membership organization, composed of elected officials, city and county staff, and other interested individuals. Commission members are committed to developing and implementing local solutions to problems of state and national significance. The LGC provides a forum and technical assistance to enhance the ability of local governments to create and sustain healthy environments, healthy economies, and social equity. The LGC assists local governments in developing and implementing policies and programs, facilitating networking and partnering opportunities, providing educational workshops and training, disseminating information, and providing technical assistance. The Ahwahnee Principles were developed in 1991, at the instigation of Local Government Commission. LGC staff and commissioners brought together a group of leaders for new land use planning ideas: Andres Duany and Elizabeth Plater-Zyberk, Stefanos Polyzoides and Elizabeth Moule, Peter Calthorpe, and Michael Corbett. These innovators were asked to come develop a set of community principles based on neotraditional planning and sustainable design concepts. They were then asked how each community should relate to the region, and to develop a set of regional principles. Finally, they were charged with defining how cities and counties might implement these ideas. The ideas were drafted by attorney Steve Weissman into a form that would be useful to local elected officials and provide a vision for an alternative to urban sprawl. A preamble, topics of specific ideas, community principles, regional principles and implementation of the principles was presented in the fall of 1991 to about 100 local elected officials at a conference at the Ahwahnee Hotel in Yosemite. The name of the principles was inspired by the location of this first presentation.

Tempe has endeavored to follow these planning principles toward the creation of a livable community. By printing these in the General Plan, these principles will become a more visible and tangible part of future planning and development.

### **Preamble:**

Existing patterns of urban and suburban development seriously impair our quality of life.

The symptoms are: more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements to roads and public services, the inequitable distribution of economic resources, and the loss of a sense of community. By drawing upon the best from the past and the present, we can plan communities that will more successfully serve the needs of those who live and work within them. Such planning should adhere to certain fundamental principles.:

### **Community Principles:**

All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.

Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.

As many activities as possible should be located within easy walking distance of transit stops.

A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.

Businesses within the community should provide a range of job types for the community's residents.

The location and character of the community should be consistent with a larger transit network.

The community should have a center focus that combines commercial, civic, cultural and recreational uses.

The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.

Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.

Each community or cluster of communities should have a well-defined edge, such as agricultural greenbelts or wildlife corridors, permanently protected from development..

Streets, pedestrian paths and bike paths should contribute to a system of fully-connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting and by discouraging high speed traffic.

Wherever possible, the natural terrain, drainage, and vegetation of the community should be preserved with superior examples contained within parks or greenbelts.

The community design should help conserve resources and minimize waste.

Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping and recycling.

The street orientation, the placement of buildings and the use of shading should contribute to the energy efficiency of the community.

### **Regional Principles:**

The regional land use planning structure should be integrated within a larger transportation network built around transit rather than freeways.

Regions should be bounded by and provide a continuous system of greenbelt/wildlife corridors to be determined by natural conditions.

Regional institutions and services (government, stadium, museums, etc.) should be located in the urban core.

Materials and methods of construction should be specific to the region, exhibiting continuity of history and culture and compatibility with the climate to encourage the development of local character and community identity.

### **Implementation Strategies**

The general plan should be updated to incorporate the above principles.

Rather than allowing developer-initiated, piecemeal development, local governments should take charge of the planning process. General plans should designate where new growth, infill or redevelopment will be allowed to occur.

Prior to any development, a specific plan should be prepared based on the planning principles. With the adoption of specific plans, complying projects could proceed with minimal delay.

Plans should be developed through an open process and participants in the process should be provided visual models of all planning proposals.

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For more information, contact the Center for Livable Communities  
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## ***~~D.~~ The Charter of the Congress of New Urbanism***

The Congress for the New Urbanism (CNU) is a non-profit organization that works with architects, developers, planners, and others involved in the creation of cities and towns, teaching them how to implement the principles of the New Urbanism. These principles include coherent regional planning, walkable neighborhoods, and attractive, accommodating civic spaces. CNU has members from around the world and sponsors annual conferences, known as Congresses, for the discussion of best practices in New Urbanism. New Urbanism is an urban design movement that started in the late 1980s. New Urbanists aim to reform all aspects of real estate development. Their work affects regional and local plans. They are involved in new development, urban retrofits, and suburban infill. In all cases, New Urbanist neighborhoods are walkable, and contain a diverse range of housing and jobs. New Urbanists support regional planning for open space, appropriate architecture and planning, and the balanced development of jobs and housing. They believe these strategies are the best way to reduce how long people spend in traffic, to increase the supply of affordable housing, and to rein in urban sprawl. Many other issues, such as historic restoration, safe streets, and green building are also covered in the Charter of the New Urbanism, the movement's seminal document.

Tempe recognizes the importance of these planning principles. By printing these in the General Plan, it is intended that these principles will become a more visible and tangible part of future planning and development.

### ***27 principles to guide public policy, development practice, urban planning, and design:***

#### **The Metropolis and The City**

1. Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.
2. The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.
3. The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house.
4. Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.
5. Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.
6. The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.
7. Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.

8. The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile.
9. Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

### **The Neighborhood, The District and the Corridor**

1. The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.
2. Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.
3. Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.
4. Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.
5. Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers.
6. Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.
7. Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.
8. The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.
9. A range of parks, from tot-lots and village greens to ballfields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

### **The Block, The Street and The Building**

1. A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.
2. Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.
3. The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.

4. In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.
5. Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.
6. Architecture and landscape design should grow from local climate, topography, history, and building practice.
7. Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.
8. All buildings should provide their inhabitants with a clear sense of location, weather and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.
9. Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.



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